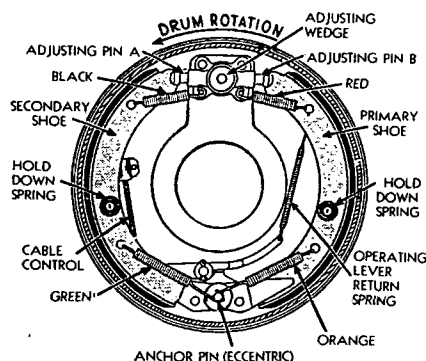


## FORD Brakes—1937-38

(MECHANICAL)



**Figure 16**  
*Ford Brake (1937)—Left Front*

### MINOR ADJUSTMENT

To avoid a false adjustment when drums are expanded by heat, adjustment should only be attempted when the brakes and drums are cold.

1. Raise car so that all 4 wheels are free.
2. Adjust lining-to-drum clearance by screwing in the adjusting screw until brake drags, then back off until wheel is free.
3. Test brakes for equalization and back off on tight wheel.

### MAJOR ADJUSTMENT

1. Set hand lever in full release position, making sure that the brakes are fully released with hand lever in this position.
2. Raise car so that all 4 wheels are free.

3. Test front wheel and spindle pin bearings for excessive looseness.

4. Examine spring shackle studs, shock absorber links, and front radius rod mountings for looseness.

5. Disconnect brake cables to all four wheels at the cross-shaft.

6. Screw in brake adjusting screw until wheel cannot be turned by hand.

7. Adjust length of cables at cross-shaft so that clevis pin can be installed with 25-lb. pull on cable.

8. Back off adjusting screw on each wheel until free.

9. Equalize brakes by backing off adjusting screw on tight wheel.

### SERVICE HELPS

In cases on 1937 Fords where the brakes are too effective or grabby, the pedal leverage can be changed to remedy this. The pedal rod which connects the cross-shaft lever and the pedal lever can be placed in the bottom hole on the cross-shaft lever. This will make a harder pedal action necessary for a given deceleration.

There has been some confusion in the brake service field regarding the correct manner in which to install the various colored springs in the 1937 Ford brake. In each brake assembly there are seven springs and the correct position of these springs may be determined by referring to Figure 16.

It will be noted that there are two long and two short brake shoe return springs. The two short brake shoe return springs are attached at the top of